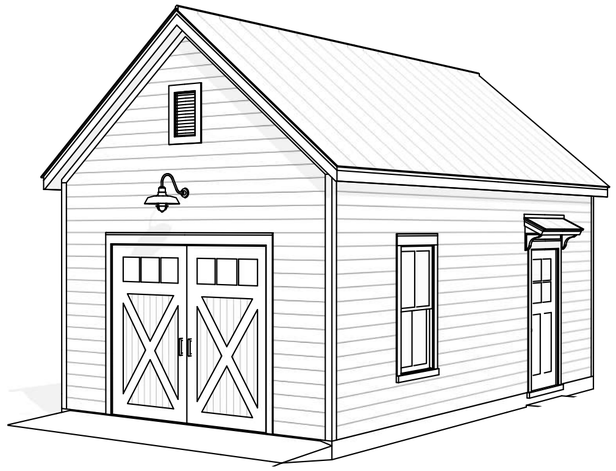
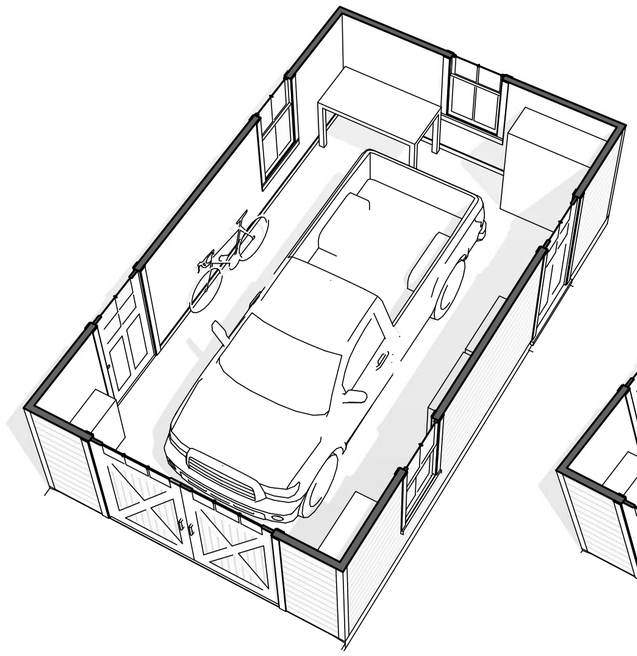
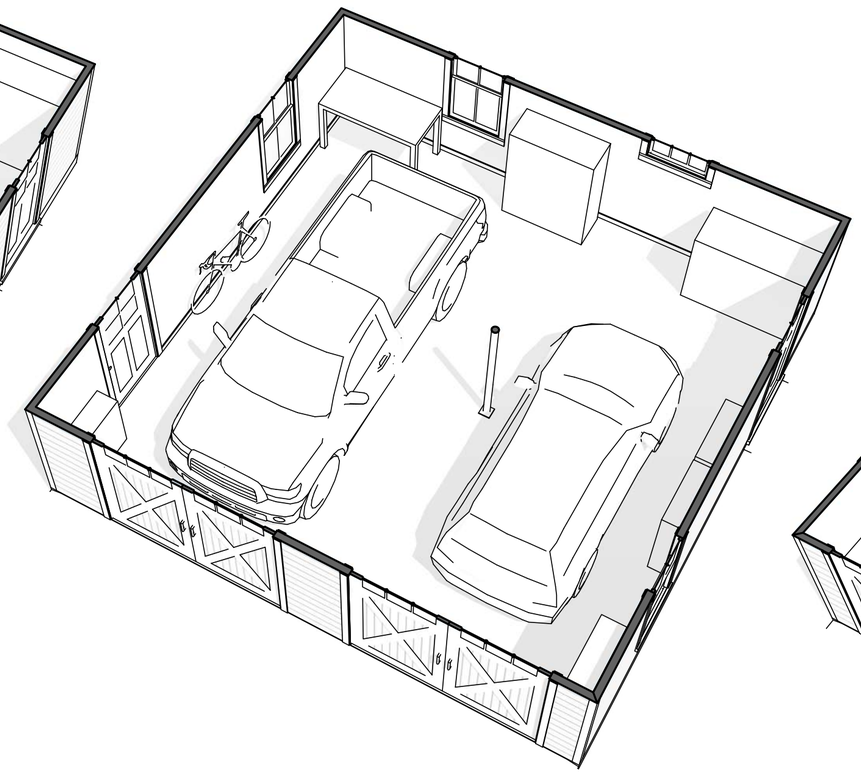
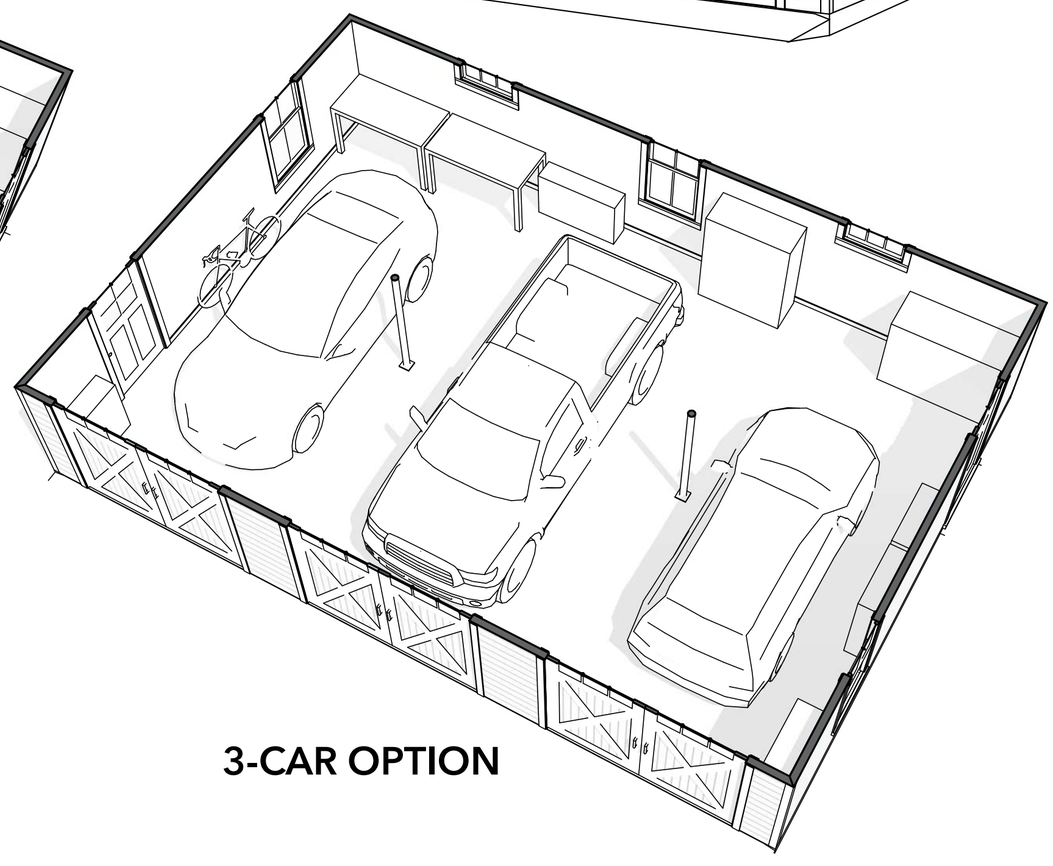




1-CAR OPTION



2-CAR OPTION



3-CAR OPTION

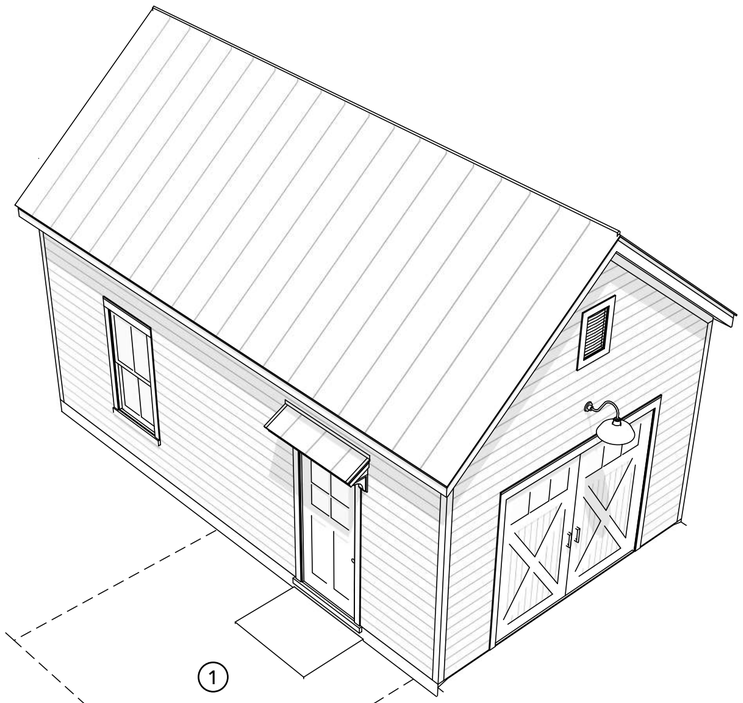
The Gold Country Garage comes in three sizes. It's possible that the smaller ones can grow over time. In that case, the larger designs show how they grow. Utilitarian structures need to be flexible in their layout, adapting to a variety of needs and changing functions. A garage isn't just a place to keep cars. It also must serve many other purposes, just like the old barns that inspired this work.

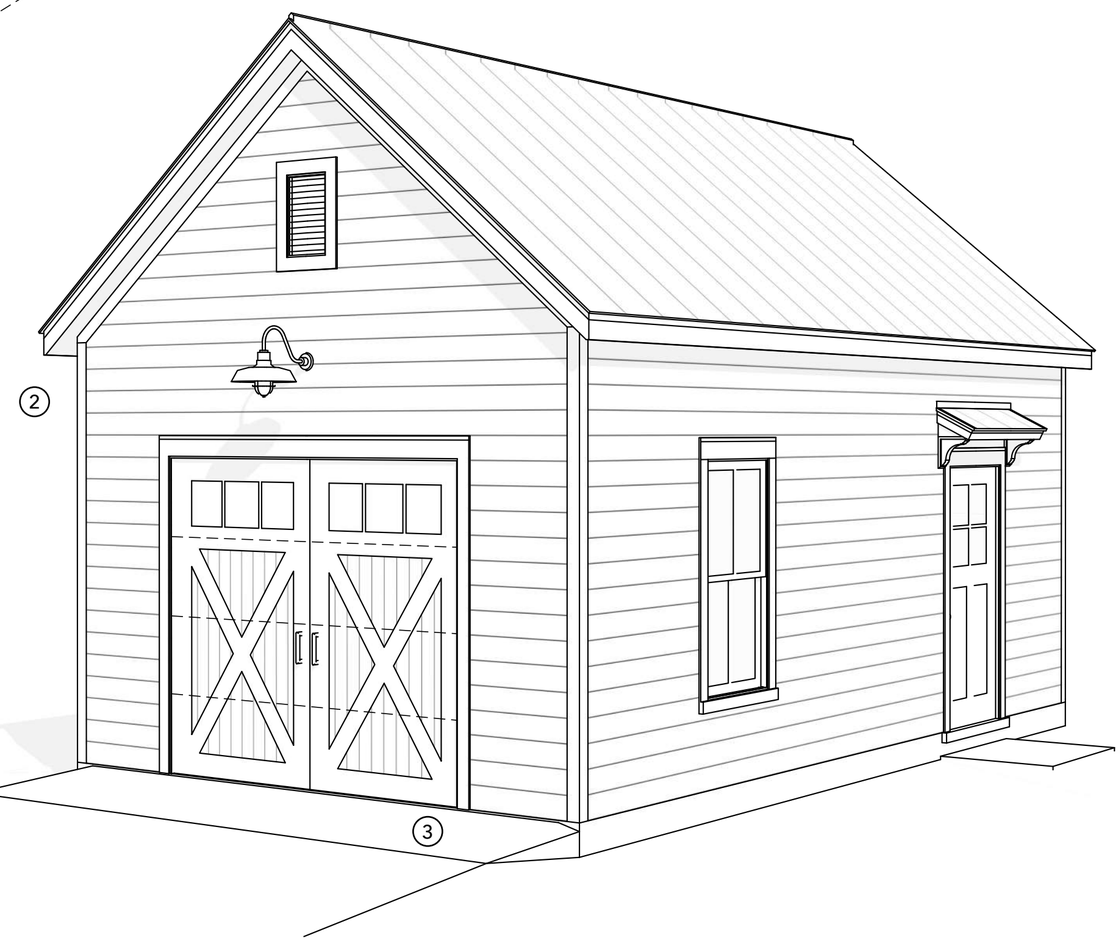
GOLD COUNTRY GARAGE

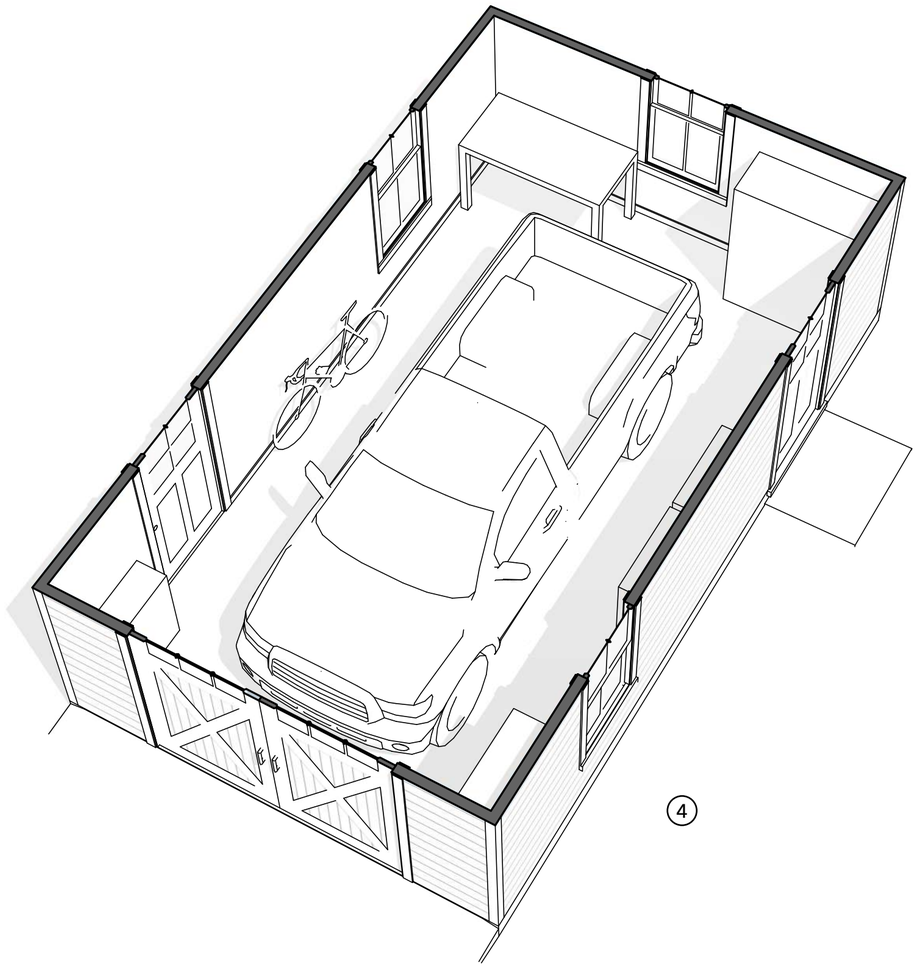
PROJECT OVERVIEW

A DESIGN BY JAY OSBORNE

Garages should be mostly inconspicous. Like bathrooms, they shouldn't scream for attention. And just as you wouldn't put a toilet on your front porch, a garage must be set back, placed discretely at the rear of the house (away from its face). Garages are large. They tend to seize attention. So this design keeps the overall mass from being eye-catching, for it to serve– and not distract from– the house.







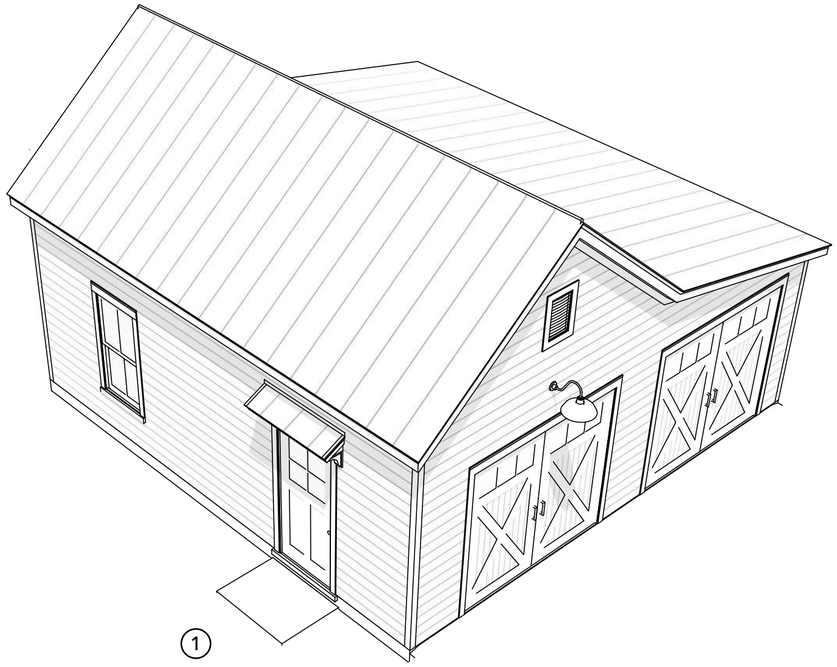
(1) Want the garage attached to the house? Easy. Every site has unique spatial constraints, so this standalone design lets you to attach the garage in many ways. The best way? Use a mudroom hyphen (a smaller, connecting structure).
(2) The roof eave and ceiling are high– 10 feet– which is historically common, and allows for lean-to additions, as seen in the 2-car and 3-car design options.

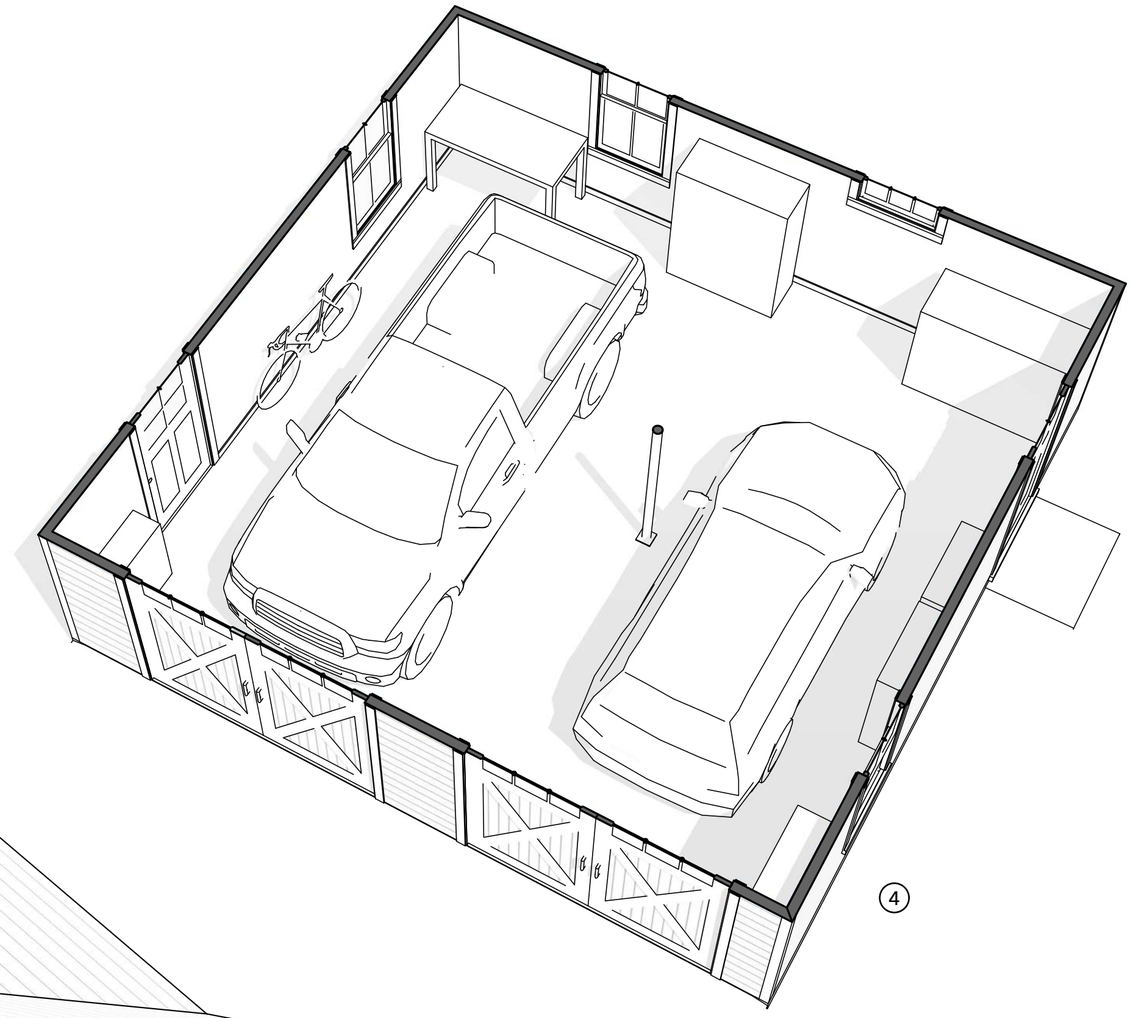
GOLD COUNTRY GARAGE

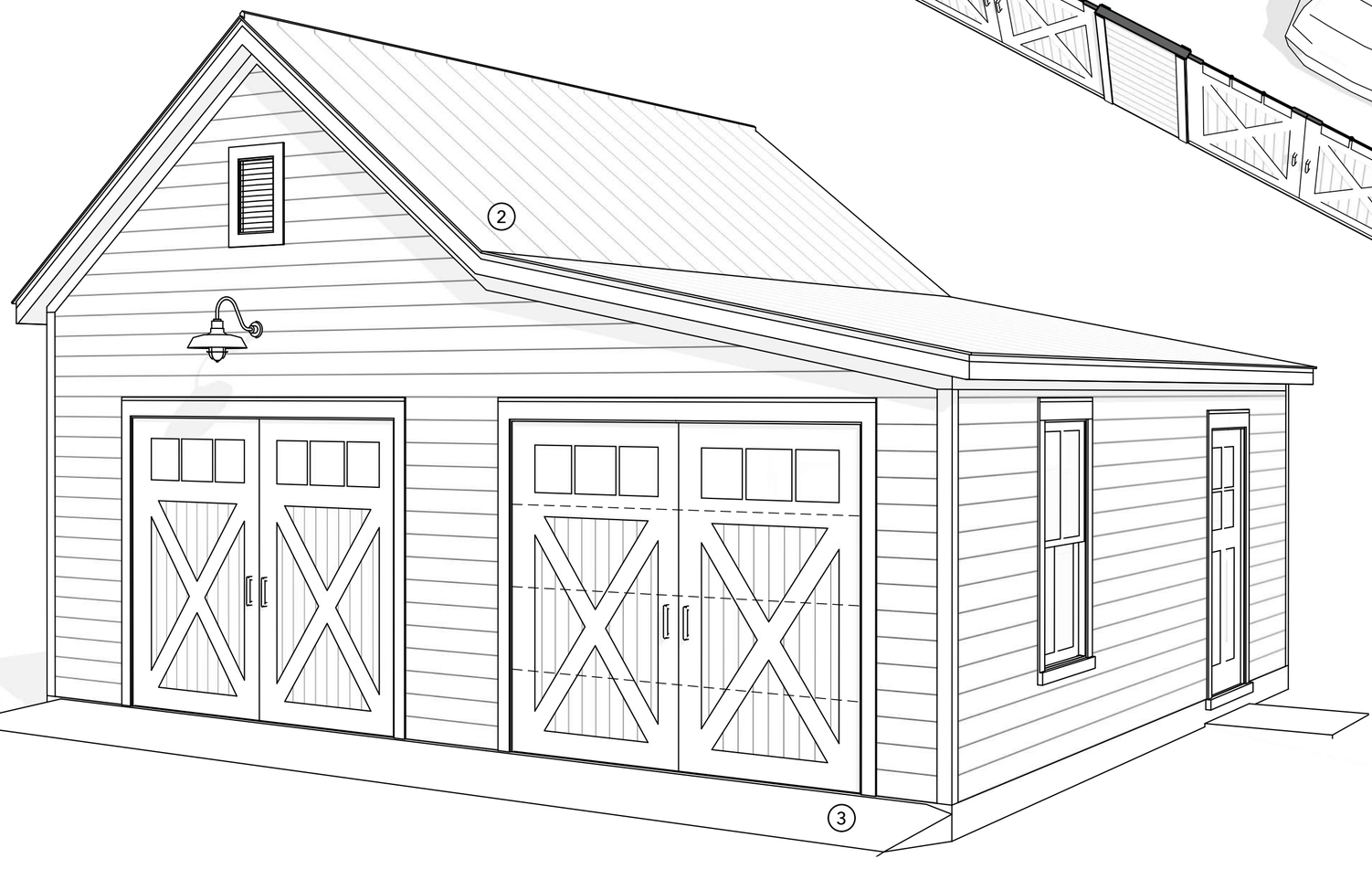
1-CAR OPTION

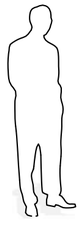
A DESIGN BY JAY OSBORNE

(3) The vehicle doors can be segmented horizontally, to be up-and-over doors.
(4) This 1-car garage variation could serve many other purposes. It's designed to be able to grow over time. The 2-car and 3-car options can be future additions. It's also possible to convert this into a small backyard cottage. There's space in the 10' ceiling and gable roof. Build with growth in mind, and you can add a loft.









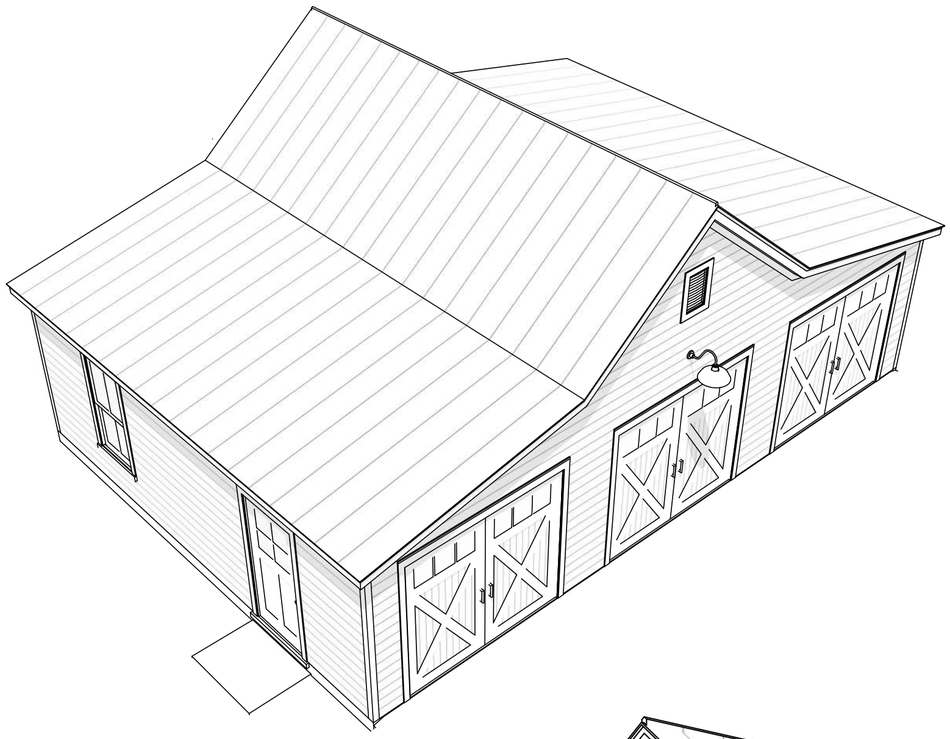
(1) Want the garage attached to the house? A side door can open to a hyphen– a smaller, connecting structure that preserves daylighting and cross breezes. Placed between the garage and the house, a hyphen can include a mudroom.
(2) The high roof eave at the gable section is needed for the lean-to "addition", which breaks down the massing so it doesn't visually compete with the house.

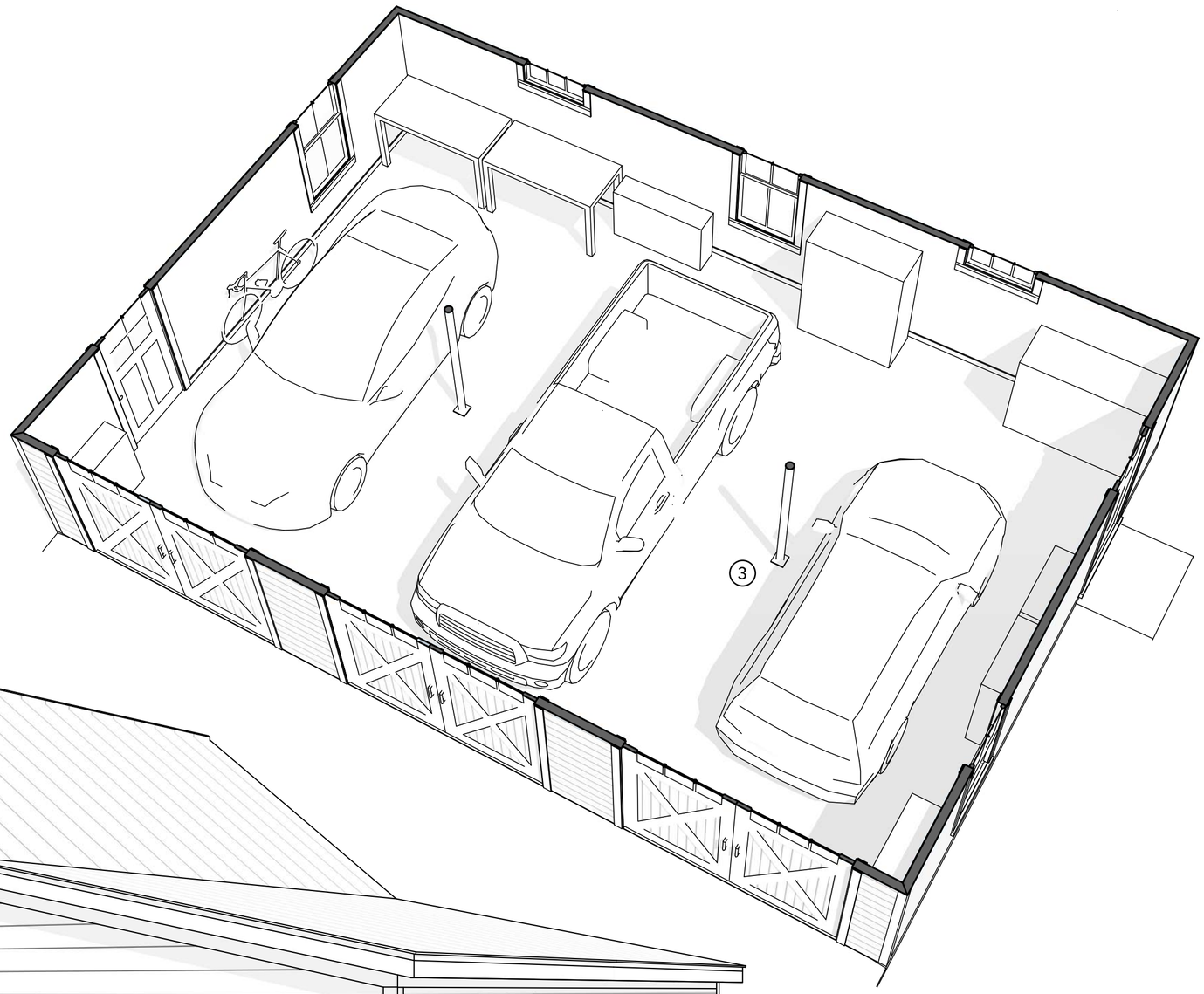
GOLD COUNTRY GARAGE

2-CAR OPTION

A DESIGN BY JAY OSBORNE

(3) All the vehicle doors can be segmented horizontally, to be roll-up doors.
(4) This 2-car garage variation could start as the 1-car variation, with the lean-to added over time. The 3-car option may be a future addition. Utilitarian structures need flexibility to be functional. Form shouldn't follow shortsighted functions. Many competing functions, present and future, must be weighed and balanced.





GOLD COUNTRY GARAGE

3-CAR OPTION

A DESIGN BY JAY OSBORNE

(1) Want the garage attached to the house? This can be difficult since garages are rather massive, and they like to steal attention from the house. That's one reason why you don't put garages in the front (like in ugly "Snouthouses"). Place the garage to the rear, and break down the massing, as demonstrated in this design. If it must be attached to the house, include a hyphen in-between.

(2) All the vehicle doors can be segmented horizontally, to be roll-up doors.
(3) The garage has steel columns in the middle, but it's easy to eliminate them. The high ceiling at the gable section of the garage allows for a large wood truss to span the distance (23 feet) from the front to the back walls. I designed it with columns since that's usually more economical for garages which grow over time.